

635301

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	Oranienburg Airfield	DATE DISTR.	14 June 1954
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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 (FOR KEY SEE REVERSE)

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1. General:

- a. During the month of February 1954, no concreting or other construction was attempted on this airfield owing to severe ~~fogs~~, and work has been almost at a standstill. Construction is scheduled to recommence on 15 March 1954, when a further party of 500 workers of the Bau Union Brandenburg is scheduled to arrive on the site and supplement the existing total of 460 workers of the Bau Union.
- b. A local engineer employed on this project stated in conversation that the weather must improve soon as the runway has to be finished by early spring, so that it can be taken over by the Russians. The other portions of the airfield will be completed during the summer.

2. Runway details

- a. A new runway runs due north-north-west/south-south-east, extending from the extreme northern perimeter of the former northern airfield to the extreme southern perimeter of the former southern airfield.
- b. The total length is 2800 meters. It is constructed in three portions: the northern portion is 700 meters in length; the center portion 1300 meters, and the southern portion 800 meters.
- c. The runway has an exact overall width of 60 meters. It has been laid in ten strips, each six meters wide. The individual sections are eight meters long.
- d. (1) The northern and southern portions of the runway have been built of 25 cm of unreinforced concrete, which was laid on a base consisting of 20 cm ballast, 10 cm gravel and then 20 cm ballast, all rolled and packed.

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25 YEAR RE-REVIEW

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- (2) Because of the somewhat marshy soil, the center portion of the runway has had metal reinforcing introduced into the 25 cm of concrete. The base of gravel and ballast is identical with that laid under the two end portions of the concrete runway.
- (3) The metal reinforcing is made up of sections of metal matting, each measuring approximately 3 1/2 x 2 meters. The individual mats are made up of longitudinal rods, each about 15 mm thick and spaced approximately 10 cm apart. These rods are laced with thinner wire braces, each about 5 to 8 mm thick, spaced about 20 cm apart. The end of the rods are slightly hooked in order that the individual sections may be linked together.
- e. Adjoining the entire length of the either side of the runway, an area of 50 meters has been cleared, leveled and partially excavated to a depth of about 15 cm below the surface of the concrete runway. This area is being filled in with rough gravel, and filled until it is level with the runway surface.
- f. There is a concrete gully, one meter wide, adjoining each side of the entire length of the concrete runway, with a drain every 100 meters. This gully has been filled with rough granite chippings.
- g. To-date, only one concrete laying machine has been utilized on this site. The machine arrived from Gross Doelln airfield during the autumn of 1953.
- h. At about 500 meter intervals between each of the marked tracks and the runway there are large mounds of gravel, each about 2 - 2 1/2 meters in height, and estimated to have a base measuring approximately 10 x 10 meters. This gravel is in abundant supply locally and is brought to the site by a series of light-gauge railway lines, supplemented by numerous civilian contractors' trucks.

### 3. Taxi:

Adjoining each side of the concrete runway, two tracks, about 2000 meters in length, have been marked out with wooden pegs. There is an approximate interval of 200 to 250 meters between the concrete runway and each of these lanes. A portion, about 200 meters long and 15 to 20 meters in width, has been partially excavated from the northern portion of the westerly lane.

### 4. Fuel Installations:

There is no existing aviation fuel depot on this airfield, the former Luftwaffe installation having been completely dismantled and the fittings destroyed by Russians in 1946. An engineer working on the airfield stated, in conversation with a casual acquaintance, that a series of fuel tanks were expected to arrive on the site during March 1954, and that they were to be installed as soon as possible as the runway would be required in the near future.

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